

Pathways

Fall 2001

A Publication of the Missouri Department of Transportation



Concrete Reality

2001 Annual Report

Contents



2 **Kansas City's Vital Link**

MoDOT puts the finishing touches on the long-awaited Bruce R. Watkins Drive.

6 **Nest Success**

MoDOT and the U.S. Department of the Interior team up to save the unique nesting site of a little brown bird.



14 **Ridin' and Stridin'**

Whether you wheel 'em or walk 'em, Missouri's network of biking and hiking trails keeps growing.

20

Destination: Missouri's Great River Road

Discover RVs to rent, geodes to mine, a battlefield to tour and a lot of places named Mark Twain.



PHOTOGRAPH BY CATHY MORRISON

7 **People in Motion**

All about Eve – Eve Jost, MoDOT's laid-back, late-night customer-service representative.

19 **In The Mode The Transportation Quiz**

Missouri's waterways link the state to the world.

2001 Annual Report

10 **The Year's Accomplishments**

12 **Building Missouri: 2001 Construction Highlights**

26 **Funding**

27 **For the Record: MoDOT's Financial Statement**

28 **Looking Ahead**

Pathways

Missouri Department of
Transportation
Public Affairs
105 W. Capitol Ave.
Jefferson City, MO 65102
(573) 751-2840

web site

www.modot.state.mo.us

e-mail

comments@mail.modot.state.mo.us

2001 Annual Report

Accomplishments

From the Director

Missouri Stands at a Crossroads

In addition to *Pathways* features, we have included the Missouri Department of Transportation's 2001 Annual Report within these pages. This report reviews MoDOT's progress



over the past fiscal year, including a look at our achievements, financial summaries and transportation resources. The goal is to give you an idea of where we've been and where we're headed.

Missouri's statewide system of highways and bridges is a \$60 billion asset that includes more than 32,000 miles of pavement – the seventh-largest state road system in the United States. In addition to constructing and maintaining highways, MoDOT also oversees Missouri's rail, aviation and waterway systems.

Many people don't realize the depth of MoDOT's responsibilities. Our job doesn't end with highways. We also mow and pick up litter on 350,000 acres of roadside, maintain 19 rest areas, install more than 120,000 signs on state routes, protect travelers and workers in hundreds of work zones, and help our customers at every opportunity.

Answering these challenges is no small task as our funding resources dwindle. Currently, Missouri must maintain this immense transportation system with one of the lowest investments per mile of highway in the United States. Right now 45 states receive more revenue per mile than Missouri. And about half of those states receive at least twice as much per mile!

Today, Missouri stands at a crossroads. We want to meet the state's transportation needs in a first-class manner, but our current resources are insufficient.

It's time for Missourians to make some tough choices. The decisions that we, as citizens and taxpayers, and our legislators make in the coming months will affect the state of our transportation system for years to come.

Henry Hungerbeeler

Fiscal 2001: Business Not "As Usual"

In fiscal year 2001, business was not "as usual" for the Missouri Department of Transportation.

MoDOT developed a comprehensive business plan to help the agency achieve its objectives. Employees use this plan to learn how their work impacts the department's values and goals.

Goals related to safety, project development and delivery, planning, communication and management of resources were established, and the progress toward achieving them was tracked throughout the fiscal year. The results helped MoDOT identify its areas of strength and those needing enhancement.

Using this data, MoDOT developed plans to focus its efforts in fiscal year 2002 on the most critical organizational objectives. Tracking and analysis of these issues began in July.

Here are some examples of our accomplishments in 2001.

Increased Funds to Rehabilitation and Reconstruction

In January, the Missouri Highways and Transportation Commission approved an interim funding distribution for fiscal years 2004-2006. The distribution designates core funds to be split evenly between urban and rural areas, with 50-60 percent of rural roadway support allocated for maintaining the existing system. Sixty percent of bond funds in 2002 and 2003 will be allocated to rural areas. The shift of funds was further applied when the commission approved the fiscal year 2002-2006 Statewide Transportation Improvement Program, which increases rehabilitation and reconstruction funding from 31 percent in fiscal years 2002 and 2003 to 55 percent in fiscal years 2004 and 2005.

Record Contracts Awarded

MoDOT awarded a record \$908 million in contracts. This total represents an increase

of 321 percent over fiscal year 1991 figures, when \$283 million in projects were awarded.

Contracts for many important projects were part of the record award, including the Interstate 170/270 interchange in St. Louis (\$41.5 million), a new St. Francis River Bridge near Cardwell (\$12.4 million), and projects on Route 364 in St. Charles County (\$30.9 million), Route 60 in Howell County (\$21.1 million) and Route 36 in Macon County (\$18.2 million).

Agency Earns National, Statewide Awards

The American Association of State Highway and Transportation Officials honored MoDOT with numerous awards during fiscal year 2001. The AASHTO Trailblazer Award was presented for MoDOT's constituent-service quality survey that gauged public opinion on a variety of issues. AASHTO further recognized MoDOT with the 2000 Excel Award from its Public Affairs Subcommittee.

As described in more detail below, MoDOT also was chosen to receive two awards in value engineering, one from AASHTO and one from the Federal Highway Administration.

MoDOT earned a Qualifications-Based Service Award from the American Consulting Engineers Council and the National Society of Professional Engineers for its use of engineering firms to help deliver the statewide transportation plan.

The Missouri/Kansas Chapter of the American Concrete Association selected three paving jobs in northwest Missouri for superior achievement. The first job was a concrete overlay that was named the best concrete overlay paving project completed in Missouri in 2000. Two awards also were given for whitetopping jobs, one at Belt and Mitchell in St. Joseph, and one for Route 71 in Andrew County.

Safety Legislation

Two major pieces of safety legislation were passed during the 2001 session of the Missouri General Assembly. The first was work-

zone safety legislation (Senate Bill 244), which adds a \$250 fee to the tickets of motorists who exceed speed limits in work zones and/or pass another vehicle in a work zone. The second bill (House Bill 302) lowers the blood-alcohol content necessary for a conviction of drunken driving from .10 to .08. Passing the bill made MoDOT eligible for \$3 million in federal grant incentive money.

Commission Approval of MoTIS

The Missouri Transportation Investment Strategy was developed in collaboration with transportation partners across the state and approved by the Missouri Highways and Transportation Commission in June. MoTIS uses the eight major-investment goals established in the Long-Range Transportation Direction to assist MoDOT in setting priorities for future projects. MoTIS sets out funding scenarios detailing what MoDOT could do with additional funds at the \$200 million, \$400 million and \$600 million levels. The major projects listed in the funding scenarios are MoDOT priorities, but they are not listed

in priority order, nor are they commitments. Funds will be committed to specific projects when the appropriate funding body has acted.

Value-Engineering Savings

MoDOT's continuing efforts to save Missouri's time and money were recognized with two national awards for outstanding engineering achievement.

MoDOT's value-engineering program is designed to provide the greatest benefits for taxpayers through innovation and cost controls applied in all phases of highway construction projects. Since its start in 1987, the program has saved Missourians more than \$110 million, a return of \$51 for every \$1 invested in the program.

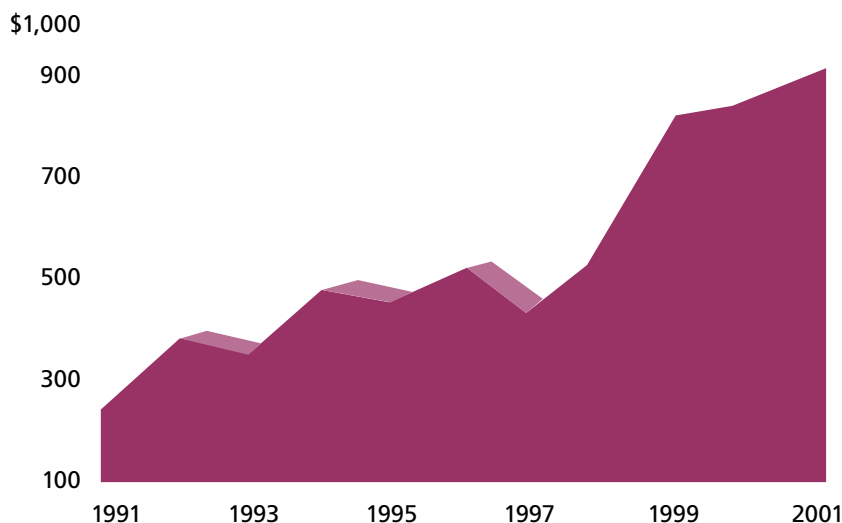
MoDOT received the Federal Highway Administration's 2001 Value Engineering Outstanding Achievement Award. The department also received AASHTO's Value Engineering Achievement Award for design of a bridge replacement on Route 52 in Miller County.

The AASHTO National Value Engineering Award for the Most Innovative Proposal in Engineering was for creative steps in designing the new Tavern Creek Bridge on Route 52 near St. Elizabeth last year. MoDOT's innovative and cost-effective design improvements to the roadway, bridge and temporary bypasses will save an estimated \$870,000 on the \$5.5 million project. MoDOT received similar AASHTO awards in 1999 and 1997.

Continued on page 18

Record Contracts Awarded

Millions of Dollars



Highlights 2001 Annual Report

Building Missouri: 2001 Construction Highlights

MoDOT is responsible for more 32,000 miles of highways and bridges. The effort needed to build and maintain this \$60 billion asset is enormous. At any given time, MoDOT may have hundreds of highway expansion and improvement projects in progress.

This section is a mere sample of work the department undertook for 2001. The projects listed on the following pages were under construction between July 1, 2000, and June 30, 2001. The list consists of some of our construction highlights and does not include all projects started or completed by MoDOT during that time.



Kansas City

Bruce R. Watkins Drive – Route 71 link between downtown Kansas City and the Triangle opened in October.

Missouri River Bridge at Lexington – Construction continued on the new Route 13 bridge.

The Triangle – Reconstruction of Interstate 435 and resurfacing work on Route 71 marked the beginning of improvements to Kansas City's most complex interchange.

Route 50 – Resurfacing Route 50 from Todd George Road to the Johnson County line. The project, which includes a new bridge over Route 7, continues through next year.

Interstate 70 – Emergency resurfacing of I-70 between Interstate 470 and Route 7 took place this fall in Jackson County. I-70 resurfacing continues next year in Lafayette County.

Route 71 – A four-year pavement-replacement effort through Harrisonville reached its midpoint.

Route 169 – Paving from north of I-435 to Commercial Street in Smithville began a two-year effort that will reach to Route DD in Smithville.

Route 210 – The final section of a relocated Route 210 between Kansas City and Richmond opened in July.

St. Louis

Route 40 – Route is being widened from two lanes to three lanes in each direction; the Route 94 bridge is being replaced and a new Route 94/Route 40 interchange will be constructed.

I-44 – Pavement and resurfacing work is being done from Route 30 at St. Clair in Franklin County to the St. Louis County line.

I-55 – Construction began on a new interchange at Route 141, and I-55 is being widened from two lanes to four lanes in each direction.

I-70 – Replacing bridges at Branch, Prairie, Angelica, Grand, Buchanan, Riverview, Adelaide, Terminal Railroad bridge at West Florissant, West Florissant and Taylor in St. Louis City.

Route 141 – Route is being widened and relocated. Construction on a new interchange at Big Bend began.

Route 364 – A new roadway and bridges over the southern tip of Creve Coeur Lake and over the Missouri River are being constructed. A new interchange at Route 94 is being built.



North

Faraon Street Bridge over I-29 – This bridge is being replaced with a design that meets current interstate standards.

Frederick Boulevard – This major city street is being widened. Sidewalks and a traffic light are being added.

Mark Twain Memorial Bridge – A dedication and opening of the bridge was held.

North Central Missouri Regional Airport – Construction began on a new airport just north of Route 36 three miles east of Brookfield.

Route C – The bridge was replaced over the South Fork North River in Marion County.

Route 6 – The bridge was replaced over Little Medicine Creek in Grundy County.

Route 36 – Route was widened to four lanes from the Missouri River east to the Livingston County line.

Route 36 – This highway is being widened from two to four lanes from the Caldwell County line to Chillicothe.

Routes 61 and 79 – Flood damage was repaired near Alexandria and Hannibal.

Route 61 – Pilot program began to resurface route just north of Eolia with Road Armor, a process that can resurface roads in a few hours.

Route 63 – This highway is being widened from two to four lanes from Moberly to the Boone County line.

Route 63 and 24 Junction – Construction began on a commuter parking lot, and interchange lighting was installed.



Route 71 – Route was widened to four lanes from Savannah to Maryville.

Route 136 – The bridge was replaced over the North Wyaconda River in Clark County.

Route 151 – The bridge was replaced over Flat Creek in Monroe County.

Central

Route AC – This Columbia project will widen Nifong Boulevard from Route 163 east to Grindstone Avenue and Route 63.

Route 5 – A new Route 5 Niangua Bridge is being constructed in Camden County.

Route 50/63 – A fully directional interchange is being built at the junction of Route 50 and Route 63 in Osage County.

Route 54 – A new diamond interchange is being built at the junction of Route 54 and Route HH in Callaway County.

Continued on page 25

2001 Annual Report

Achievements

Continued from page 11

Construction Map and Promotion of 1-888-ASK MODOT (275-6636)

In April, MoDOT produced *Show Me Progress*, the department's first statewide, comprehensive construction map.

The state highway map and statewide construction map were sent to people who requested either map individually. Both maps include prominent display of MoDOT's statewide toll-free customer service number, 1-888-ASK MODOT (275-6636). The construction map and the toll-free number help residents and visitors plan driving trips across Missouri.



Quality Assurance Reviews

MoDOT formally endorsed Governor Carnahan's Commission on Management and Productivity Safety Initiative. In coordination with this endorsement, the department traveled the state to identify components of the MoDOT Safety Plan. Using a report card, each district and Headquarters was rated by its level of safety readiness, and further assistance was provided where needed.

Contractor Bid Process

MoDOT developed a new process for entering contractor bids that doubled efficiency and reduced errors.

The new process allows staff members to enter bids almost immediately after they are read. As soon as bids for a particular call are entered, a member of the design staff checks totals in the contractors bid books

against the data on the computer. Errors can be corrected immediately, and the tabulations are only printed once.

Commission Approval of Bond Projects

At a special meeting in January, the Missouri Highways and Transportation Commission approved a list of bond-financed projects that were forwarded to the General Assembly for its consideration. MoDOT proposed projects totaling \$403,456,000 in fiscal year 2002.

Issue-Related Information

MoDOT's communication issues in fiscal year 2001 focused on safety, strategic planning, management of resources and delivery of the Statewide Transportation Improvement Program.

Members of the media, the general public, governmental officials and stakeholders were informed of the department's work and accomplishments through speaking engagements, news releases, regular agency publications and other informational materials.

Specific efforts included completing the Vision 2000 statewide tour, developing the MoDOT Positioning Communication Strategy, providing information for legislative funding proposals and managing high-profile media issues, such as the Ku Klux Klan Adopt-A-Highway case.

Toll-Free Tracking

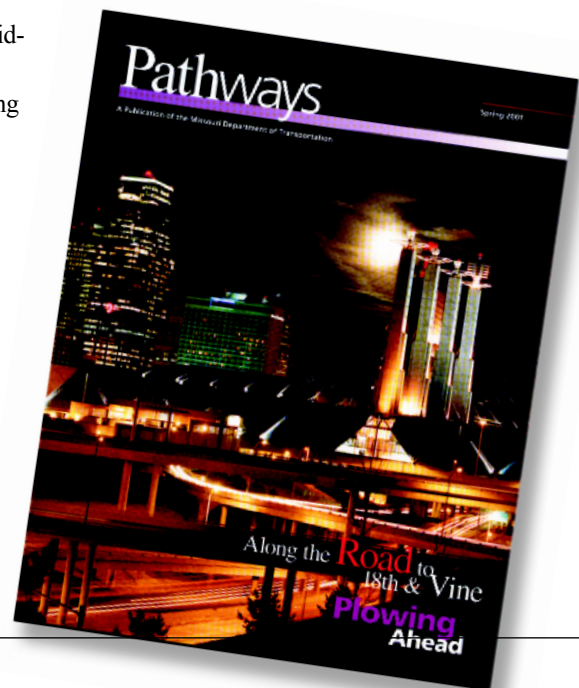
When a call is made to the toll-free customer service number, 1-888-ASK

MODOT (275-6636), it is automatically routed to the nearest district customer service center. MoDOT's monthly reports illustrate toll-free call routing and activity across the state. These reports provide valuable insight and measurement on the effectiveness of the toll-free number.

Employee Publications

In the past year, MoDOT's internal monthly publication, *inside MoDOT*, covered a wide array of topics of interest to employees and retirees in every district. Subjects ranged from bond financing, awards and recognition, legislative updates and safety suggestions to MoDOT's participation in national transportation programs, educational outreach, roadside management, benefits news, innovations, celebrations and more.

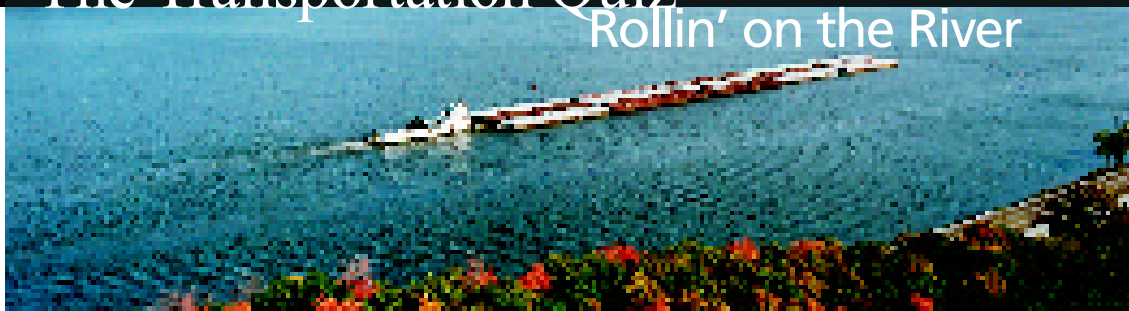
Pathways, MoDOT's quarterly magazine, acquainted Missourians with feature-oriented transportation topics, including how the state map is produced, snow-removal strategies, the enhancement funds program, rest area improvements and a visit to Kansas City's historic 18th & Vine Jazz District.



In The Mode

The Transportation Quiz

Rollin' on the River



Synchronization of Budget

The monthly commission budget has been synchronized with the legislative budget in order to capture all expenditures. As a result, the department's entire budget is more accurately reflected.

EEO and Diversity Training

MoDOT examined its training programs and identified the number of female and minority employees who received Equal Employment Opportunity training and diversity training in calendar year 2000. The resulting report continues to provide the department with valuable information about the number of individuals who have been served by these programs.

Employee Incentives

MoDOT offered its employees new incentives, including more flexible work schedules and the option to be placed on permanent part-time status for shorter periods of time than originally allowed by policy.

A flexible work schedule helps employees develop a schedule that allows them to work and still meet personal obligations. Flexible work schedules are particularly helpful for employees with children and those who provide primary care for ailing or elderly family members.

Likewise, permanent part-time status is valuable to employees who wish to spend more time with their families or to pursue their personal goals. The new policy allows employees to be permanent part-time for as little as three months, which opens up the possibility for employees to take off during the summer months.

Both incentives encourage employee productivity and job satisfaction as obligations at home and work reach a comfortable balance. ■

Missouri's transportation system includes an inland waterways system that links our state to the world. Mississippi and Missouri River ports handle more than 20 million tons of products each year, significantly contributing to the U.S. and global economies.

MoDOT promotes economic development by helping communities create port authorities. Once a port is established, MoDOT provides technical assistance, acts as an information clearinghouse, represents port interests and promotes waterborne transportation as a low-cost alternative. MoDOT also assists Missouri's six public ferry services that receive federal and state funding.

Test your knowledge of Missouri's waterways system.

1 Missouri's inland water transportation industry employs how many people?

- a) 800
- b) 1,400
- c) 2,200
- d) 3,500

2 Which port ranks second in the U.S. in total tons of cargo handled yearly?

- a) Cape Girardeau
- b) Kansas City
- c) Jefferson City
- d) St. Louis

3 MoDOT provides technical assistance for how many Missouri port authorities?

- a) 9
- b) 10
- c) 14
- d) 17

4 Which of these is not a major commodity transported on Missouri waterways?

- a) corn
- b) coal
- c) salt
- d) paper

5 The annual value of shipments to and from Missouri by inland waterways is about:

- a) \$4.1 billion
- b) \$5.5 billion
- c) \$6.8 billion
- d) \$9 billion

6 Which of the following Missouri counties has a port authority?

- a) Lewis County
- b) Cole County
- c) Pike County
- d) Gasconade County

7 Which of the following Missouri counties has a toll ferry?

- a) Mississippi County
- b) Shannon County
- c) Lincoln County
- d) All of the above

8 How are the state's 1,050 miles of navigable waterways split between the Missouri and Mississippi rivers?

- a) 275 Missouri, 775 Mississippi
- b) 350 Missouri, 700 Mississippi
- c) 550 Missouri, 500 Mississippi
- d) 600 Missouri, 450 Mississippi

9 Which state is Missouri's leading domestic waterway-based trade partner?

- a) Illinois
- b) Louisiana
- c) West Virginia
- d) Iowa

10 Missouri's port authorities received how much state funding in 2000?

- a) \$2.8 million
- b) \$4.4 million
- c) \$5.1 million
- d) \$6.5 million

Sources: National Waterways conference, Missouri Port Authority Association.

Answers: 1 - b; 2 - d; 3 - c; 4 - d; 5 - a; 6 - a; 7 - d; 8 - c; 9 - b; 10 - a.

Highlights 2001 Annual Report

Continued from page 13

South

Bill Emerson Memorial Bridge – Construction is progressing on the main span of this new 4,000-foot long structure across the Mississippi River at Cape Girardeau.

Route 13 – The highway is being widened from two to four lanes between Route 83 to south of Collins.

Route 13 – Building a new Route 13 past Reeds Springs and Branson West in Stone County.

Route 13 – Three new interchanges are being built in Bolivar at Route 83, Polk County Route T and Route 32. Route 13 is being widened to four lanes.

Route 19 – Grading was completed for relocated lanes between Cuba and Steelville in Crawford County.

Route 21/47 – Replace bridge and intersection at Routes 21 and 47 in Washington County.

Route 28 – A bridge being reconstructed in Pulaski County will be dedicated as the Veterans Bridge.

Route 60 – Four-lane construction is being done between Route 21 north and Route 21 south in Carter County.

Route 60/63 – Construction of a four-lane bypass around Willow Springs to freeway standards.

Route 63/160 – Both routes were widened to five lanes in West Plains, and an intersection is being rebuilt.

Route 67 (Poplar Bluff Bypass) – The construction of a new four-lane section along three and a half miles of Route 67 from the Route 60 interchange to two miles south of Route M in Butler County was completed.

Route 67/Route 32 Interchange – The new westbound Route 32 access ramp onto southbound Route 67 in Farmington was completed.

Route 71 – This major route is being relocated and widened to four lanes from Kelly Springs to just north of Route 76.

Route 249 – This bypass will connect I-44 with Business Route 71, north of Joplin, reducing congestion.

Route 360 – A new road is being built to connect Route 13/60 and I-44 west of Springfield.

Route 412 – The route is being upgraded to four lanes between Hayti and Kennett with grading work on the Hayti bypass underway. Additional roadway preparations continue in Dunklin and Pemiscot counties.

Route 465 – A new highway and new bridges will connect Route 65 and Route 76, offering access to areas on Branson's west side without traveling all of Route 76. ■

Route 65 – A new interchange is being built at the busy crossroads of Sunshine and Route 65 in southeast Springfield.

Route 67 – Construction is progressing on a new four-lane section along three miles of Route 67 in Madison County and a new interchange at Route E.



A Piece of the Pie

Missouri highways are supported by funds collected from portions of a motor-fuel tax, a sales and use tax, and vehicle licenses and fees. However, not all of this money is available for state highways. Much of it is redistributed to counties, cities and other state agencies.

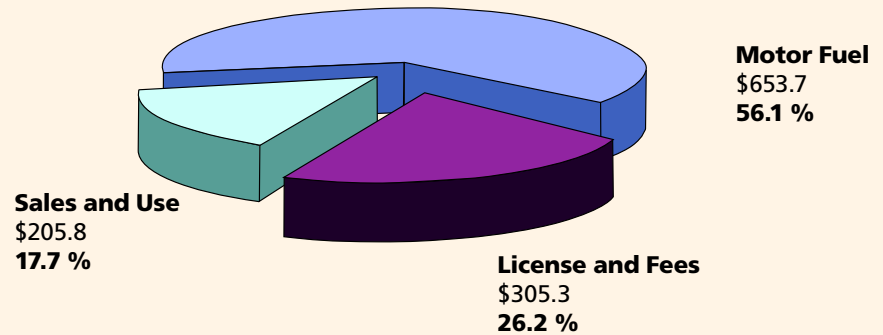
In fiscal year 2001, state highways received only about 61 percent of the user fees collected for roads and bridges. Approximately 9 percent went to counties, 12 percent to cities, 17 percent to other state agencies and 1 percent to Hancock refunds.

These charts show how funds are collected and distributed.

State User Fees Collected * for Roads and Bridges

Millions of Dollars

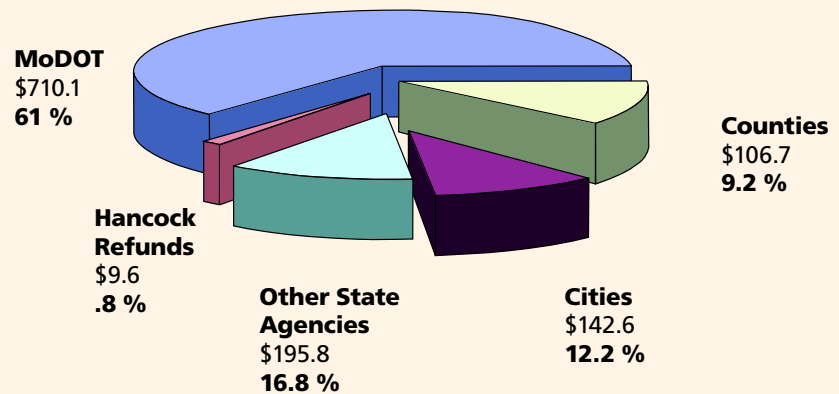
Total \$1.165 Billion



State User Fees Distributed * for Roads and Bridges

Millions of Dollars

Total \$1.165 Billion



*Net of Motor-Fuel Tax Refunds (\$44.2 Million)

Financials

For the Record: MoDOT's Financial Statement

MoDOT's financial data is verified by an independent accounting and auditing firm. The department submits a comprehensive report to Missouri legislators each year that contains financial statements, transportation planning and project information.

This report shows MoDOT's FY 2001 road and bridge actual revenue and expenditures in thousands of dollars.

The report is available on the Internet at www.modot.state.mo.us. Copies also are available at MoDOT offices in Chesterfield, Hannibal, Jefferson City, Joplin, Lee's Summit, Macon, St. Joseph, Sikeston, Springfield and Willow Springs.

Revenue

Federal Reimbursement	592,366
State Revenue	
Available for MoDOT	763,944
Funding for Other State Agencies	182,575
Cost Reimb. from Other Political Subdivisions	74,557
Total State Revenue	1,021,076
Series A Bond	255,969
Total Revenue	1,869,411

Expenditures

Administration

Personal Service	26,388
Fringe Benefits	13,901
Expense and Equipment	10,757
<i>Totals</i>	<i>51,046</i>

Construction

Personal Service	81,544
Fringe Benefits	33,450
Expense and Equipment	55,992
Program and Contractor Payments	781,651
Right of Way Acquisition	68,620
<i>Totals</i>	<i>1,021,257</i>

Maintenance

Personal Service	116,590
Fringe Benefits	50,229
Expense and Equipment	116,194
<i>Totals</i>	<i>283,013</i>

Service Operations

Personal Service	15,866
Fringe Benefits	6,634
Expense and Equipment	72,862
<i>Totals</i>	<i>95,362</i>

Article X Hancock Refunds	2,271
Other State Agencies	182,575

Total Expenditures	1,635,524
---------------------------	------------------

Figures in thousands of dollars.
Expenditures based on spending from State FY 2001 appropriations.

Looking Ahead

During the development of the Long-Range Transportation Direction, Missouri-ans told MoDOT they want a safe system. They also said they want us to take care of the existing system.

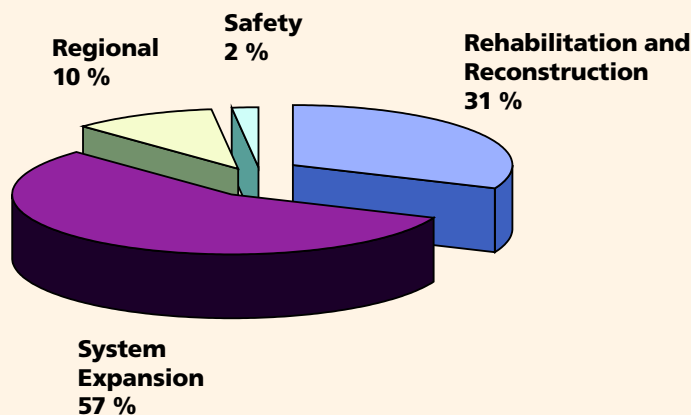
These charts reflect that shift in philosophy from highway expansion toward maintenance. To ensure the safety of Missouri state highways, new plans will dedicate more resources to rehabilitation and reconstruction rather than growth.

Because current funding levels do not meet Missouri's needs, MoDOT had to make a decision. The department could either expand the system and let our current highways and bridges deteriorate further, or it could preserve what we have now.

The top pie chart shows approximately 57 percent of the highway budget going toward expansion, with the remainder allotted to rehabilitation and reconstruction, regional priorities and safety.

There will be a reversal in that formula in the next few years. Between 2004 and 2006, approximately 34 percent of the budget will be spent on system expansion, with 55 percent going to rehabilitation and reconstruction – almost the exact opposite of previous years.

Distribution of Funds
2002 - 2003



Distribution of Funds
2004 - 2006

